

## **AMENDMENTS TO THE CLAIMS**

The following listing of claims replaces all prior versions and listings of claims in the application.

### **Listing of Claims:**

1. (Currently amended): Internal combustion engine, with direct gasoline injection and controlled injection, comprising at least one cylinder (1), a cylinder head (6) closing the cylinder (1), a piston (7) slidably arranged in the cylinder (1), a combustion chamber (2) defined between the piston (7) and the cylinder head (6), means (3) for injecting gasoline into the combustion chamber (2), ignition means (4) intended to produce an ignition of the air-gasoline mixture in the combustion chamber (2), intake valves (8) and exhaust valves (9), selectively closing the combustion chamber (2) and means for recirculating at least a portion of the exhaust gases into the combustion chamber (2) during the air intake phase, ~~characterized in that~~ wherein the pressure provided to the injection means (3) is above 250 bars, so as to homogenize the air-gasoline-recirculated exhaust gases mixture and to increase the combustion speed.

2. (Currently amended): Engine according to claim 1, ~~characterized in that~~ wherein the exhaust gases reintroduced into the combustion chamber (2) represent a residual ratio above 20%, and ~~preferably comprised between 40 and 60%~~.

3. (Currently amended): Engine according to claim 1 or 2, ~~characterized in that~~ wherein at least a portion of the recirculated exhaust gases is reintroduced into the combustion chamber (2) by a so-called “external” route (EGR), i.e., via a derivation conduit (14, 15).

4. (Currently amended): Engine according to claim 1 or 2, ~~characterized in that~~ wherein at least a portion of the recirculated exhaust gases is reintroduced into the combustion chamber (2)

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via a so-called “internal” route (IGR), i.e., by appropriate control of the intake valves (8) and exhaust valves (9).

5. (Currently amended): Engine according to ~~any of claims 1 to 4~~ claim 1, characterized in that wherein the gasoline injection means (3) and the ignition means (4) are separated by a distance comprised between 5 and 30 millimeters.

6. (Currently amended): Engine according to ~~any of claims 1 to 4~~ claim 1, characterized in that wherein the injection means (3) and the ignition means (4) are disposed in the cylinder head according to two respective axes forming an angle ( $\theta$ ) above  $35^\circ$ .

7. (Currently amended): Engine according to ~~any of claims 1 to 6~~ claim 1, characterized in that wherein the injection means (3) inject gasoline during the compression phase of the engine cycle.

8. (Currently amended): Engine according to ~~any of claims 1 to 6~~ claim 1, characterized in that wherein the injection means (3) inject gasoline during the intake phase of the engine cycle.

9. (New): Engine according to claim 2, wherein the exhaust gases reintroduced into the combustion chamber represent a residual ratio comprised between 40 and 60%.